




BUDGET MEMO # 30

DATE: April 17, 2013

TO: The Honorable Mayor and Members of the City Council

FROM: Alexis Verzosa, Transportation Director

THROUGH: Robert Sisson, City Manager 

SUBJECT: Slug Lines

A “slug line” or informal carpooling is when potential carpoolers congregate (concentrate) around a certain area where there are sufficient potential carpoolers that drivers seek and pick-up passengers going to the same destination, in order to qualify for HOV lanes. For a “slug line” to work, a park and ride lot in the City need to be identified where carpoolers can park and then wait around for drivers going to the same destination. For slug lines to succeed, public transportation also need to be close to the area as an insurance that carpoolers can get back to their vehicles if they cannot get a carpool ride back from their offices. The number of carpoolers is also a key factor to success. At least 50 carpoolers a day is needed to give drivers some assurance that they will be able to pick up passengers.

However, a “slug line” location in Fairfax City would be more apt to INCREASE external traffic volumes commuting through Fairfax City (and worsen traffic conditions) than reduce traffic in City. A “slug line” at a location to the west of the City, such as Fair Oaks, would likely reduce external commuters (in vehicular numbers) passing through Fairfax City (especially if they then use HOV on I-66 instead of Rte 50) and thus improve City traffic conditions.

A slug line will not save funds for the City. On the other hand, a park and ride lot will need to be identified. The City may have to purchase or rent the lot. The City will also have to publicize this location. Staff does not recommend slug lines in the City.